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CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION

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INFORMATION REPORT

REPORT [redacted]

CD NO. [redacted]

COUNTRY USSR (Baltic Sea)

DATE DISTR. 20 November 1952

SUBJECT Port of Riga, Riga-Spilve Airfield

NO. OF PAGES 3

DATE OF INFO. 25X1 [redacted]

NO. OF ENCLS. 1 (Attachment only
(LISTED BELOW) to [redacted])

PLACE ACQUIRED [redacted]

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SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
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THIS IS UNEVALUATED INFORMATION

25X1 1. On 12 July [redacted]
eight T-301 class mine sweepers exiting the Bay of Riga.

25X1 2. On the following day [redacted] the naval
yard at Daugavgriva [redacted] the following naval vessels could be seen:

25X1 a. Fifteen to twenty submarines, among them four or five which were
 very large.

 b. One destroyer at anchor, with the bow towards the channel. Its
 number could not be seen.

 c. Three or four MTB's on pilings. They had two torpedo tubes, but
 no visible deck guns.

 d. An old passenger vessel with three funnels, tonnage about 10,000.

25X1 e. The naval craft [redacted] with steam up.

While passing the naval yard, visibility was very poor as a result
of the heavy rain.

25X1 3. At Riga, [redacted] the southern-most pier in
the export harbor [redacted] appeared completely new and well-equipped. It was approximately 50 meters wide and of concrete
construction. On the pier there was a large and apparently new
warehouse with twenty doors facing out towards the pier. Along the
pier there were four parallel sunken railway tracks. Between the
tracks there were one or two switches. Informant also observed four
cranes on the pier; two of them, which were numbered 7 and 9, were

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electric and had a lifting capacity of two and one-half tons in the outer block (double wire), while in the inner block the lifting capacity was five tons (triple wire). Both blocks were mounted at the extremity of the lifting arm. The lifting arm could be moved vertically and the entire crane could rotate 360°. The other two cranes were without numbers and had the same lifting capacity but they differed slightly in appearance from the other two. They appeared to be driven by diesel engines. The depth alongside the pier was 24 feet.

4. Approximately four kilometers to the northwest of Riga and about 15 kilometers south of the estuary of the Dvina there is an airfield.

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6. Over the airfield, [redacted] three different types of airplanes, as listed below:

- A twin-engine, low-wing passenger plane, cylindrical fuselage, landing gear partly retracted into the wings, tail wheel not retracted. The plane resembled a DC-3.
- A low-winged single seater with a star engine (sic), retractable landing gear. The plane resembled a Harvard but appeared to have greater speed and rate of climb. One of these planes had a cockpit that was twice as big as the other.
- A single engine, jet fighter plane, fuselage cylindrical, wings and elevators swept back. The elevators were located quite high on the tail rudder.

7. Planes of the first type were only observed a few times while the latter two were seen very frequently. During most flights, take-off took place as stated in paragraph 4. After flying a straight course for one or two minutes, they would turn to the left and come in for a landing, some on the same runway from which they had taken off but many on another runway, which the informant estimates runs in a NNE-SSW direction. The jet planes took off in the same course but in a line which ran parallel to, and 70-80 meters south of the course in paragraph 4. [redacted] there are two parallel runways with different surfaces. If there were asphalt on the runway from which the airplanes were taking off [redacted]

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25X1 [redacted] this might be the reason why it was not used by the jet planes.

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8. The two searchlights mentioned are believed [redacted] to be located at the ends of the runway. Aside from a searchlight for the south, these were the only lights which were seen on, or in connection with, the airfield. There were no usual runway lights, no approach lights, and no red lights on obstructions in the vicinity of the airfield.

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A couple of high chimneys in the vicinity were not indicated by lights of any sort.

9. The latter two types of airplanes made many landings at night. The planes took off in the dark; but during the approach and landing the runway was illuminated by the southern searchlights. As soon as the planes had landed, the lights were turned off.

Attachments: One

Nine photographs, six of which are identified as follows:

Photo 1. Cement factories located north of the airfield, with the photograph taken from the west

Photos 2 and 3. Pier and cranes in the export harbor

Photo 4. Airfield from the east

Photo 5. The east side of the Dvina, vis-a-vis the airfield

Photo 6. The naval yard at Daugavgriva

Photos 7 to 9. Unidentified

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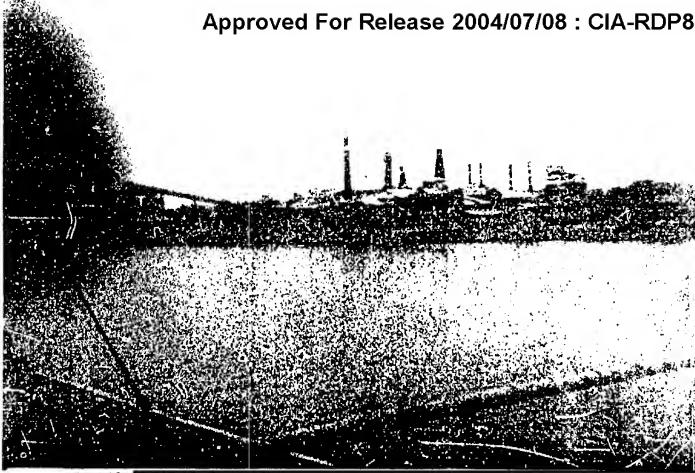
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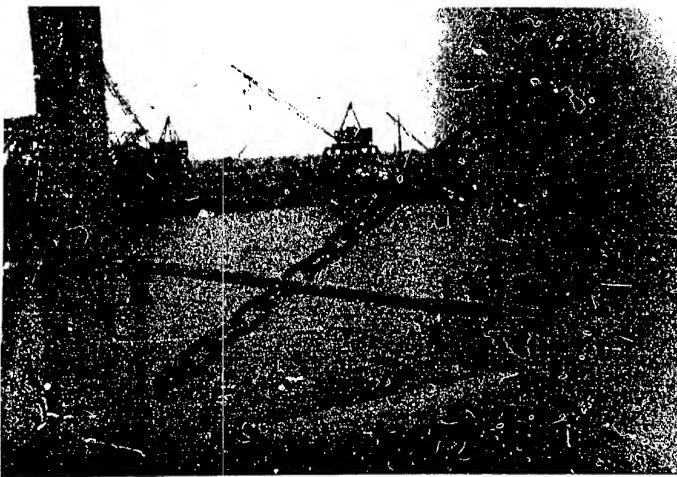
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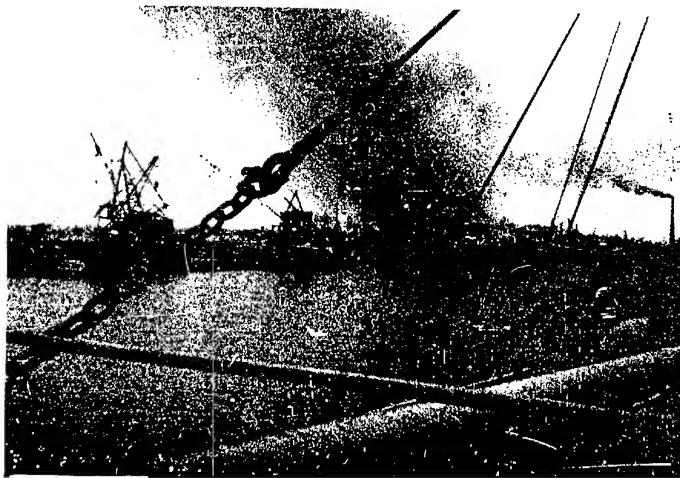
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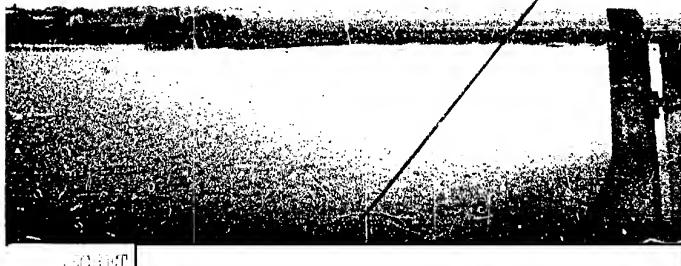


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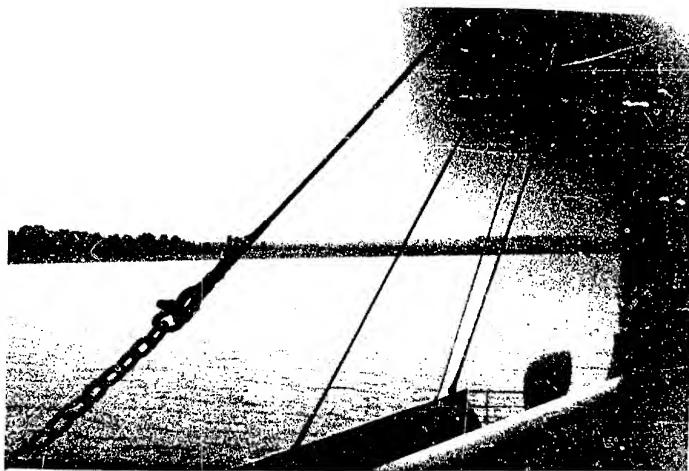
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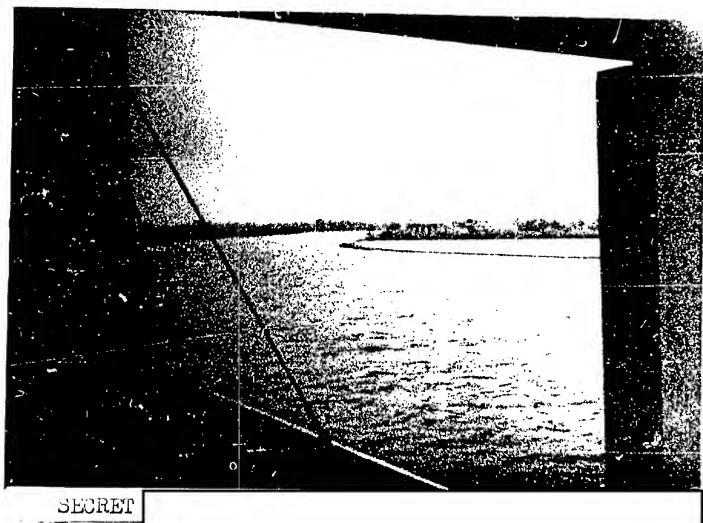
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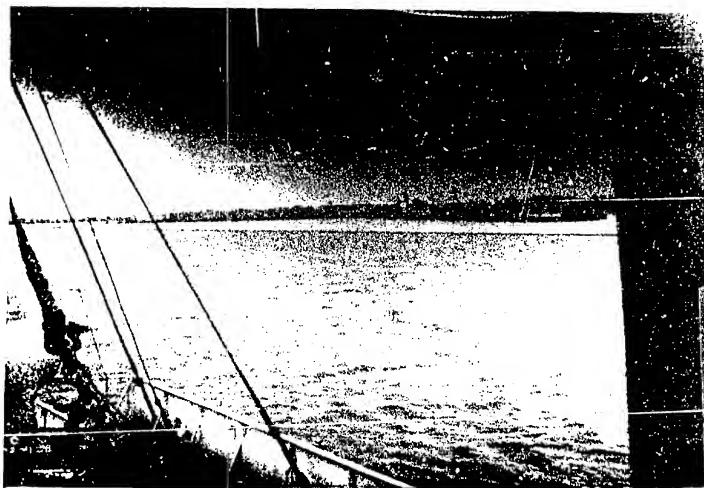


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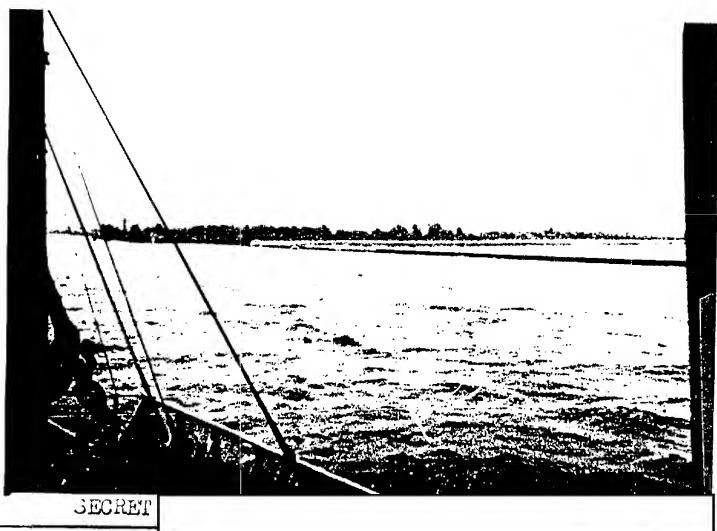
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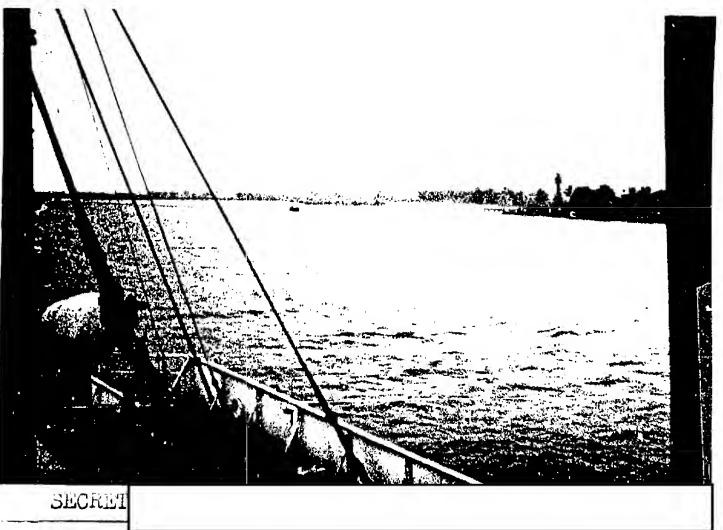
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